

SUMMARY

PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA ACTIVITY REPORT

SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM

ROAD STUDY MU GIA PASS TO SEPONE, LAOS

NPIC/R-24/68
FEBRUARY 1968

SUMMARY NO 75

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

WARNING

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TITLE
NRIC/R 24/68 Feb 1968

PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

Road Study, Mu Gia Pass to Sepone, Laos

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The road network between Mu Gia Pass and the Sepone area, a major infiltration route into South Vietnam and the Laotian Panhandle, continues to sustain a heavy flow of traffic. This accelerated use of the network dates back to [REDACTED] when the roads were reactivated following the end of the southwest monsoons. This study encompasses Routes 911, 9111, 9112, 1201, and 1202 and portions of Routes 9, 23, 91, and 914. The portion of the network south of 17-03N 105-57E (the Route 912/911 junction) also receives traffic from North Vietnam via serviceable Route 137/912 (Road Study, Summary 52). The roads are dirt, improved, and approximately 10 feet wide. River crossings consist of small bridges, fords, and ferry crossings (Figures 1, 3, 6, and 10). Most of the native villages near the main routes have been razed or abandoned. All vehicles observed in transit have been identified on night photography, indicating that most vehicular movement is accomplished during the night.

To compensate for frequent airstrikes, most chokepoints have been by-passed, sometimes by lengthy alternate routes. Another indication of the determination to maintain serviceability is the continuous reconstruction and repair of all roads.

Numerous small parking areas and seven probable storage areas have been identified in the heavily vegetated, mountainous terrain that flanks the roads (Figures 7, 9, 10, and 11). Light antiaircraft artillery positions are normally deployed near these facilities. Although only three of the AAA sites are occupied (two of these are only probably occupied), all of the sites noted on the maps south of the Route 23/911 junction show evidence of recent track activity. The AAA sites north of the junction generally appear less active, due to a lack of associated track activity. Only those sites that are revetted and appear operational are depicted.

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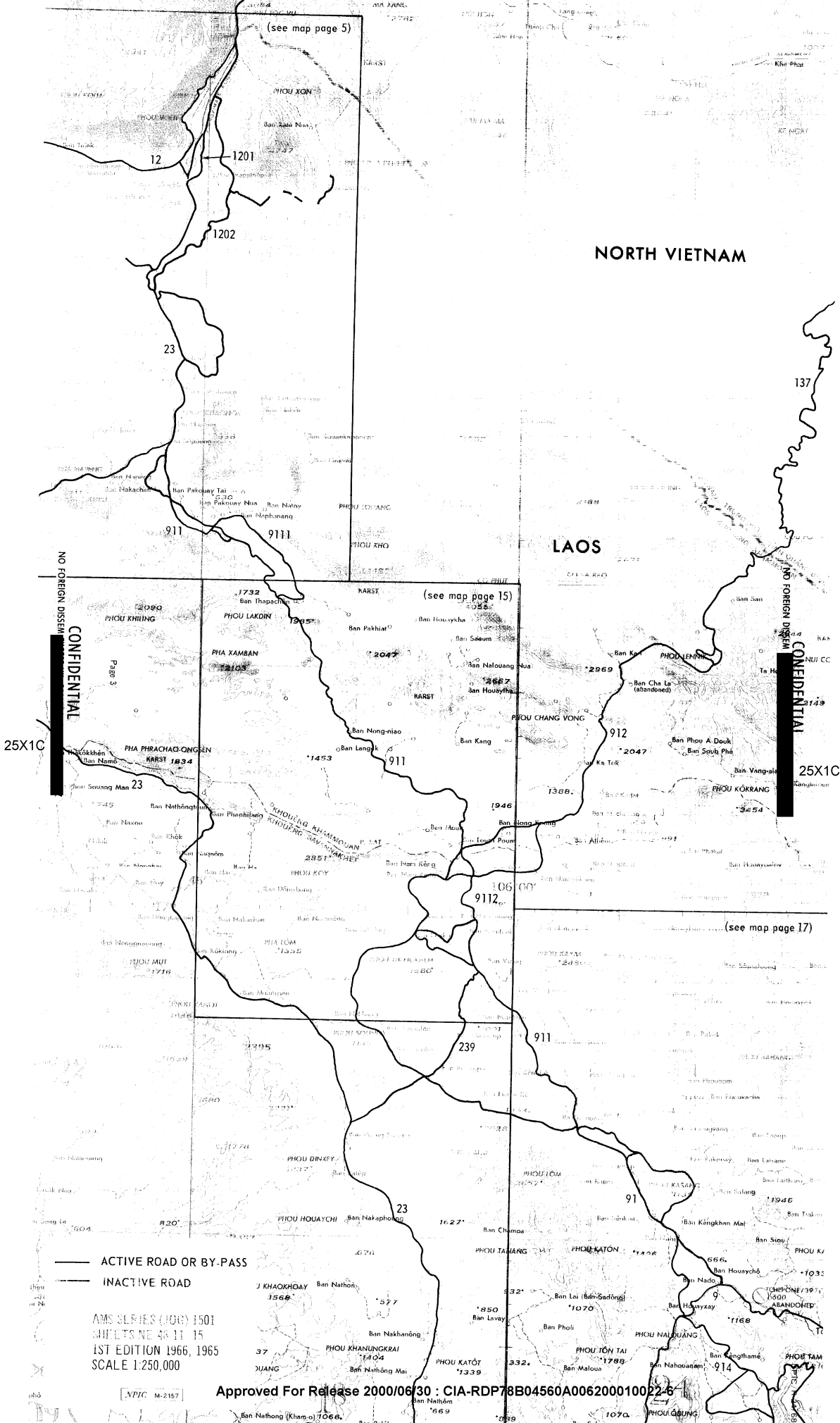
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The active roads, by-passes, truck parks, and serviceable river crossings are depicted on the accompanying 1:50,000 maps. The road segments in disuse, as indicated on the 1:250,000 map, include Route 12, Route 23 between 17-33N 105-44E (UTM [REDACTED] and Route 12 (Figure 2), and Route 9 south of 16-39N 106-06E ([REDACTED]). Road status and alignment data was derived from [REDACTED]

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The following listing includes UTM coordinates and a capsule description of each item of interest.



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1. Probable Storage/Resupply Area, [REDACTED]. Approximately 40 small drums are at the junction of Routes 12 and 1201 and another 30 are dispersed 200 yards south along Route 12. One small hut is located near Route 1201.

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3. Truck Park, [REDACTED]. Three short access roads, one a loop road, are observed through heavy tree cover. The area has not been subjected to airstrikes.

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4. Probable Truck Park, [REDACTED]. Area has been struck; however, access roads appear to have had recent use.

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5. AAA Defenses and Airstrip, Ban Phan Op Area. At least 15 unoccupied revetted AAA sites (each with 4-6 positions) remain operational in this area. The 4-position site at [REDACTED] shows evidence of recent use. The airstrip remains unserviceable.

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6. Newly Observed Road, Ban Phan Op Area. The road showing light-to-medium use, as intermittently observed through heavy tree cover, extends east-southeast from Route 1202 to [REDACTED], then northeast to [REDACTED] and east to [REDACTED] where it disappears under heavy tree cover. Probable vehicle tracks are observed northeast from [REDACTED] to the limit of inter-pretable photography at [REDACTED] (Item 2), thereby serving as a by-pass for Routes 1201 and 1202. (Figures 4 and 5).

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7. Probable Storage/Support Area, [REDACTED]. Ground scarring and cleared areas are observed under the tree cover along the karst hills.

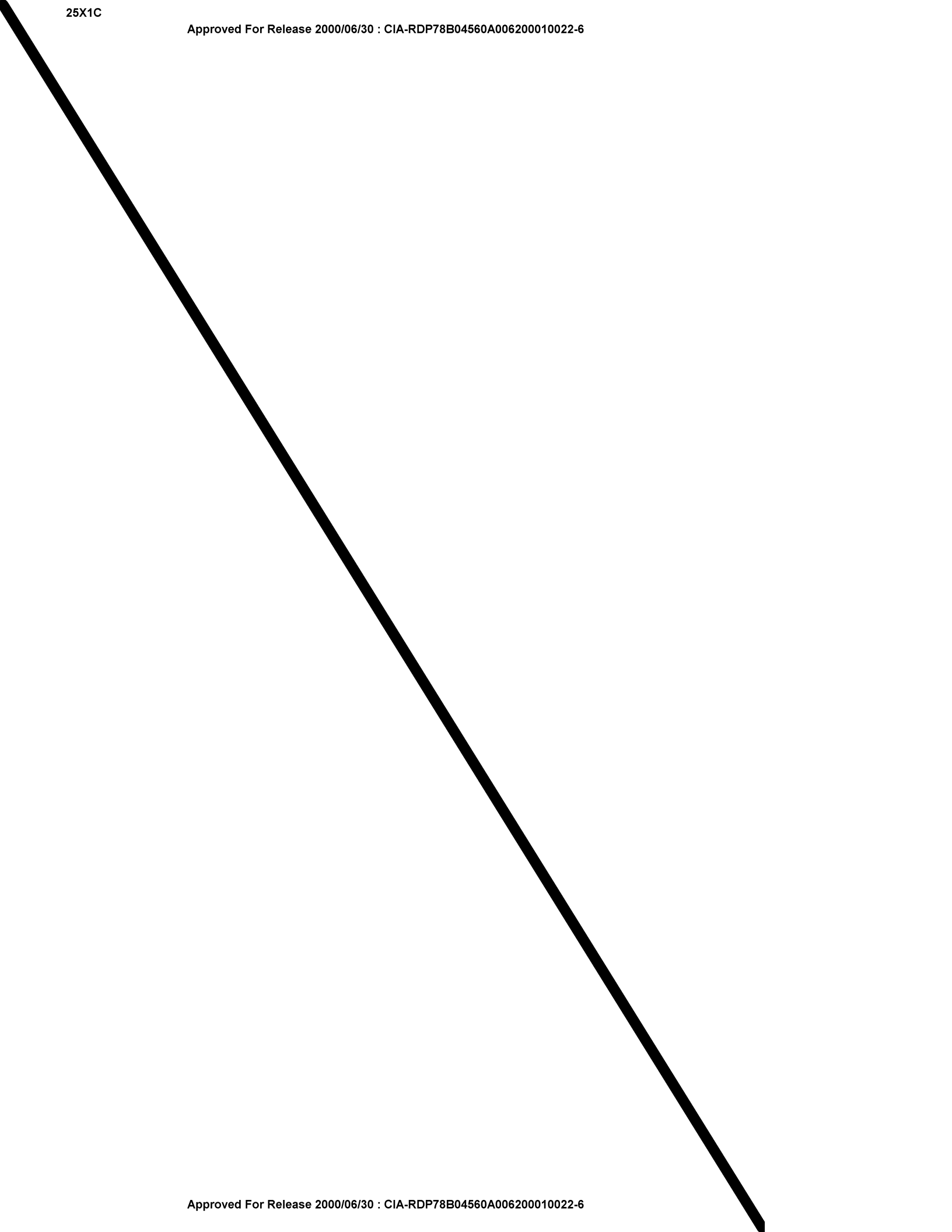
8. AAA Defenses, Ban Pak Phanang Area. At least 22 unoccupied, revetted AAA sites, including four 4-position sites at [REDACTED], which show evidence of recent vehicle use, are located between the Route 23/911 junction and 17-30N 105-44E. A 4-position site at [REDACTED] is probably occupied (Figure 8).

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10. Truck Park, [REDACTED] Access roads extending from Route 911 show recent use. 25X1D
11. Truck Park, [REDACTED] A well-used trail and vehicle tracks extend from Route 911 to an area of heavy tree cover (Figure 9). 25X1D
12. Truck Park, [REDACTED] A well-used access road and heavy trail activity are observed in this area (Figure 9). Five villages in the vicinity evidence normal activity. 25X1D
13. Probable Truck Park, [REDACTED] Parallel access roads extend northeast from Route 911. 25X1D
14. Possible Truck Park, [REDACTED] Well-used roads extend to [REDACTED] where they disappear in heavy tree cover. 25X1D
15. AAA Defenses, Ban Thapachon Area. All 8 unoccupied AAA sites in the vicinity of [REDACTED] show evidence of recent use by vehicles. Trenching and heavy trail activity is observed around the partially maintained village of Ban Thapachon. 25X1D
16. [REDACTED] 25X1D
17. Probable Truck Park, [REDACTED] Vehicle tracks extend from Route 911 into dense tree cover. 25X1D
18. Probable Truck Park, [REDACTED] Vehicle tracks extend west from Route 911 into heavy tree cover at [REDACTED]. A 3-position AAA site at [REDACTED] showing evidence of recent use, is circumvented by vehicle tracks. 25X1D
19. Probable Truck Park, [REDACTED] Vehicle tracks extend from Route 911 into heavy tree cover. 25X1D
20. By-Pass Road, Route 911/912 Junction. [REDACTED] shows construction is complete on the by-pass southeast of the Route 911/912 Junction. The road extends east from Route 911 at [REDACTED] and Route 912 at [REDACTED] and joins Route 912 at [REDACTED]. A 4-position AAA site at [REDACTED] evidences recent use. 25X1D
21. By-Pass Under Construction, Route 911. The by-pass, extending from [REDACTED] is in the mid-stage of construction east around a frequently interdicted chokepoint on Route 911. 25X1D

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25X1D 22. Reactivated Truck Park, [REDACTED] 25X1D Four access roads extend from
Route 911 to [REDACTED] A probably
occupied, 4-position, camouflaged AAA site is located at [REDACTED] and a 25X1D
5-position, unoccupied site at [REDACTED] shows recent use (Figure 10).

25X1D 23. Probable Truck Park, [REDACTED] Access roads, showing recent use,
extend to probable parking areas and to unoccupied AAA sites at [REDACTED] 25X1D
[REDACTED] 25X1D

24. Probable Truck Park, [REDACTED] Two loop roads, one interdicted,
extend west from Route 911.

25. Truck Park/Support Area, [REDACTED] 25X1D Several loop roads and 5
partially-concealed buildings are observed (Figure 11).

26. Probable Truck Park, [REDACTED] 25X1D An access road extends from
Route 911 across the Nam Kok (stream) into a heavily-wooded area.

27. Probable Truck Park, [REDACTED] 25X1D Recent vehicle tracks extend into
heavy tree cover.

28. Parking Area, [REDACTED] 25X1D Several pulloff roads and
the 2 AAA sites along this segment of Route 91 evidence recent use. An
additional AAA site at [REDACTED] has 3 occupied and 2 possibly occupied
positions.

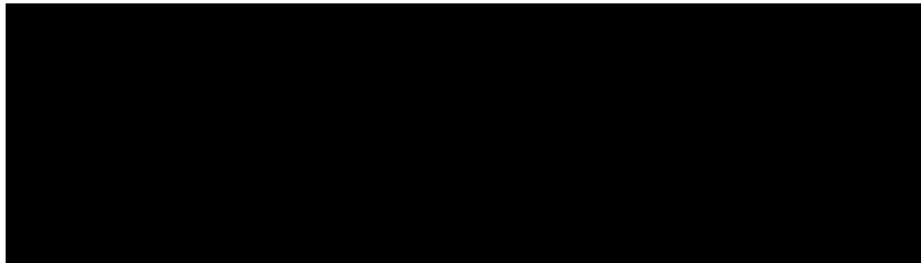
29. Truck Park, [REDACTED] 25X1D A well-used access road serves
the truck park and leads to an unoccupied AAA site.

30. Probable Truck Park, [REDACTED] 25X1D A loop road extends from a Route
91 by-pass through the partially maintained village of Ban Namkhang.

25X1D 31. Truck Park, [REDACTED] 25X1D Two access roads, with a loop at each
terminus and a 4-position, unoccupied AAA site at [REDACTED] show recent use. 25X1D

25X1D 32. Logistics Support Area, Sepone Area. This area around the junctions
of Routes 9, 91, and 914 continues to evidence a high level of activity
supporting the flow of material and personnel into the southern Laotian
Panhandle and South Vietnam. Two probable storage areas are located near
[REDACTED] west of Route 9 on a moderately-used road, and [REDACTED] south of 25X1D
Route 914. Numerous access roads extend from the main routes to probable
truck parks. Those which appear to have received recent use are depicted
on the map on page 17. Five unoccupied AAA sites also appear to have been
recently used.

25X1D



NPIC Cite 2355, DTG 290032Z, Nov 67, Ser F00533
NPIC Cite 2726, DTG 160019Z, Jan 68, Ser F00562
NPIC Cite 2766, DTG 190011Z, Jan 68, Ser F00571
NPIC Cite 2814, DTG 250207Z, Jan 68, Ser F00580
NPIC Cite 2854, DTG 292321Z, Jan 68, Ser F00593

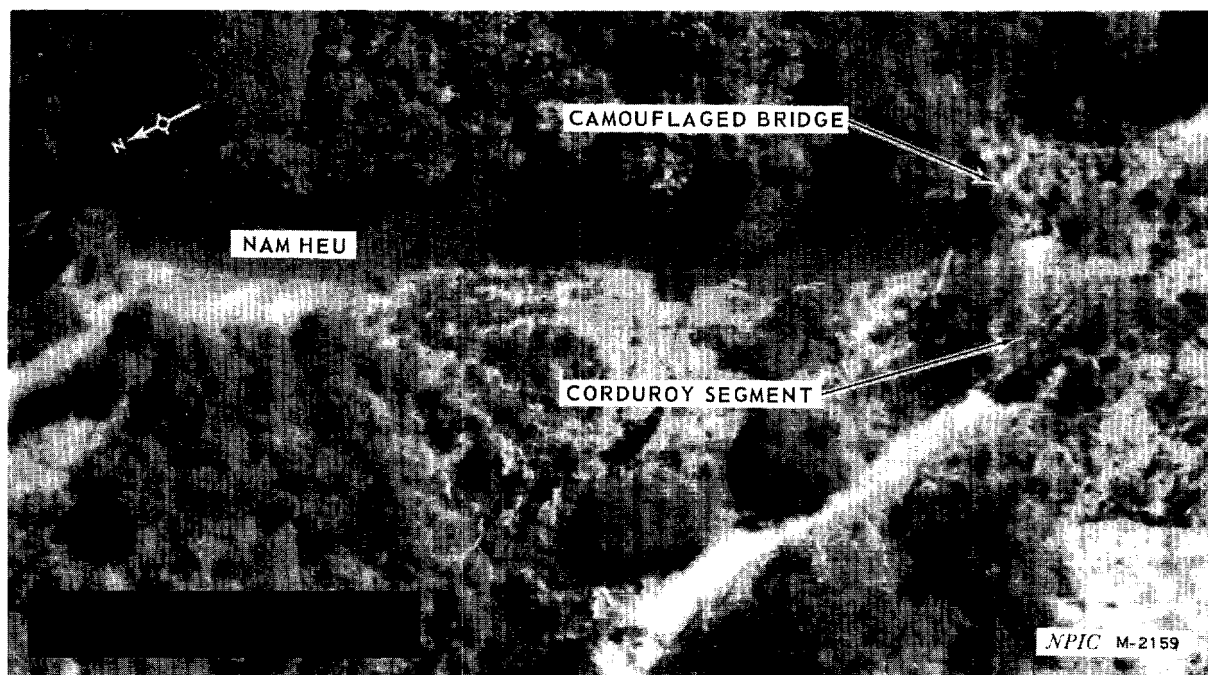


FIGURE 1. RIVER CROSSING, ROUTE 1202, LAOS

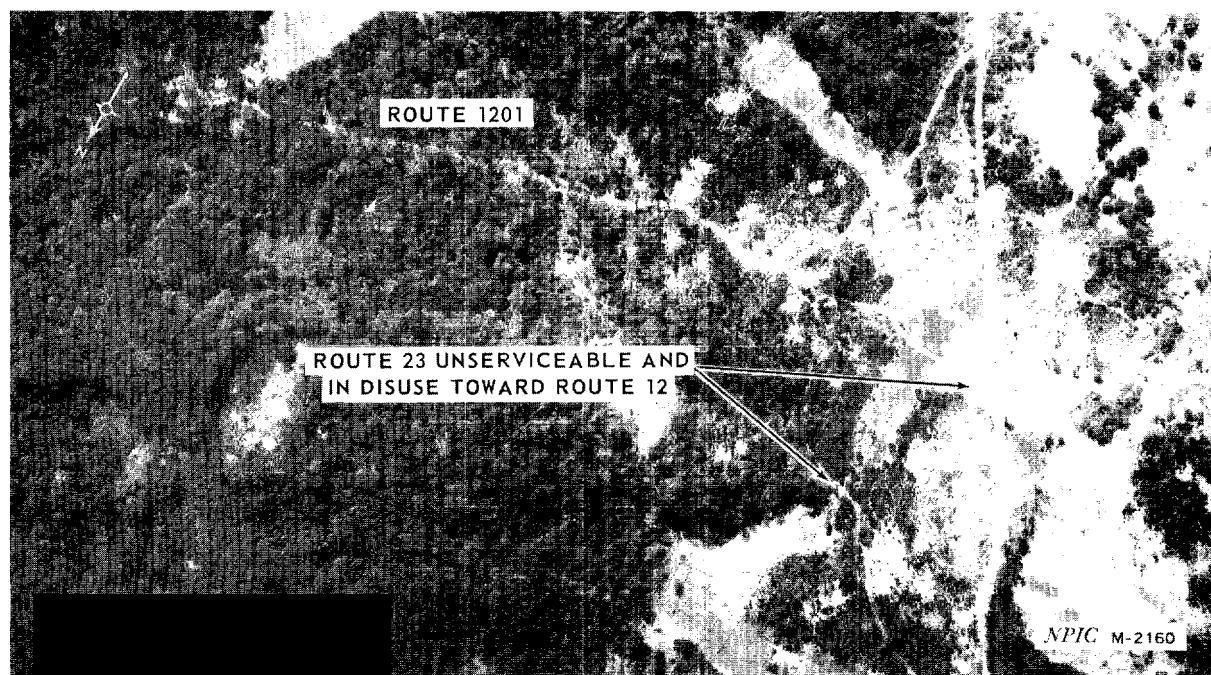


FIGURE 2. ROAD JUNCTION, ROUTES 1201 23, LAOS

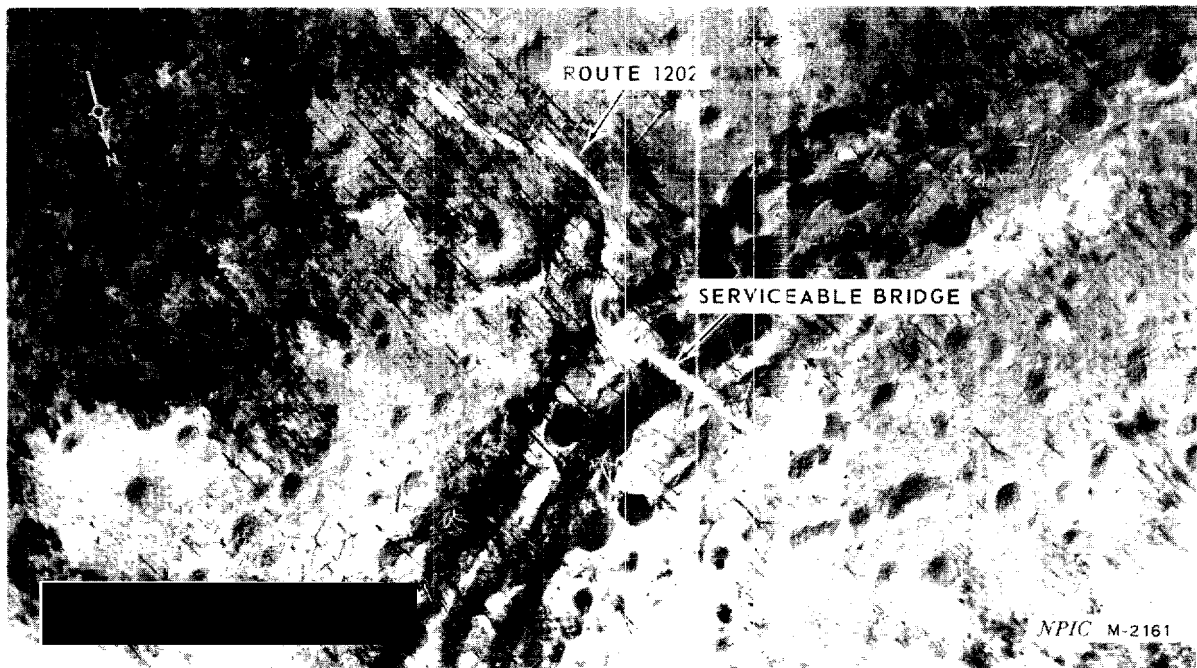


FIGURE 3. RIVER CROSSING, BAN PHAN OP AREA, LAOS

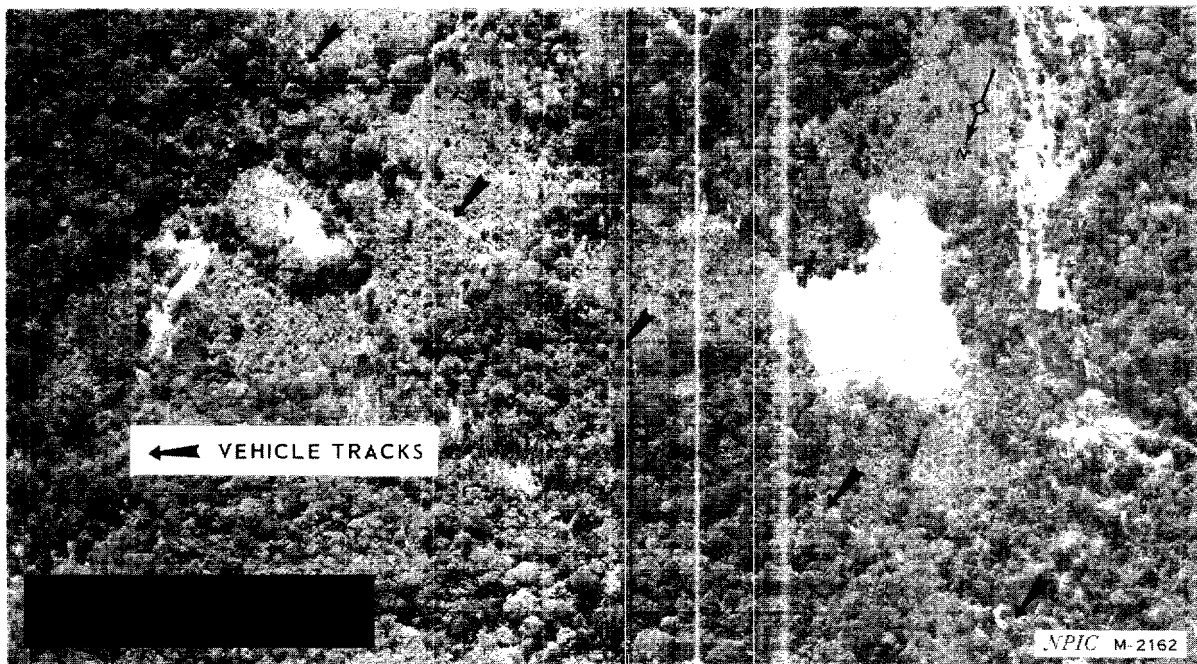


FIGURE 4. NEWLY OBSERVED ROAD, BAN PHAN OP AREA, LAOS

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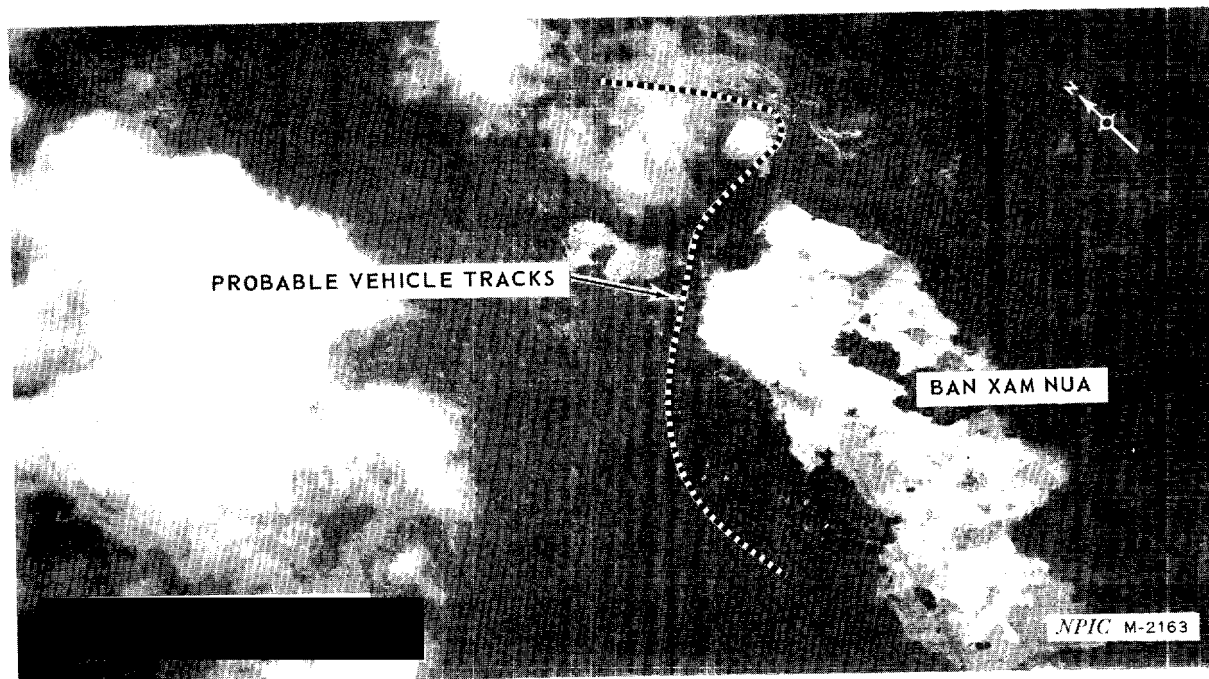


FIGURE 5. NEWLY OBSERVED ROAD, BAN PHAN OP AREA, LAOS

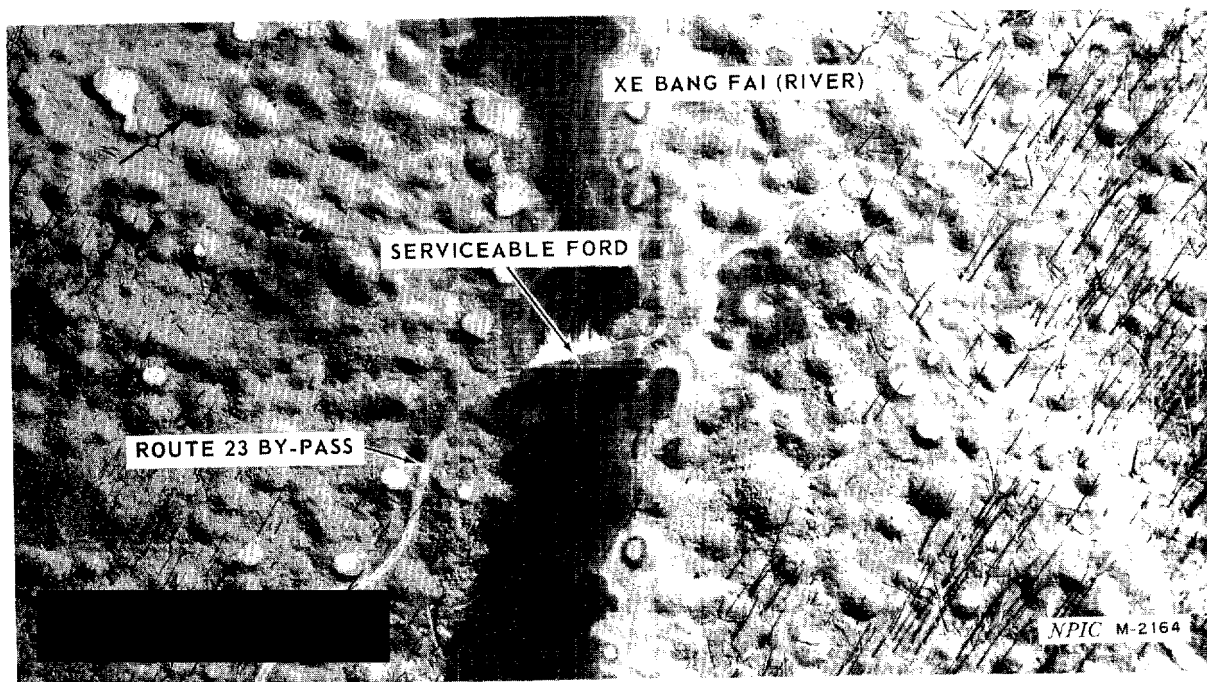


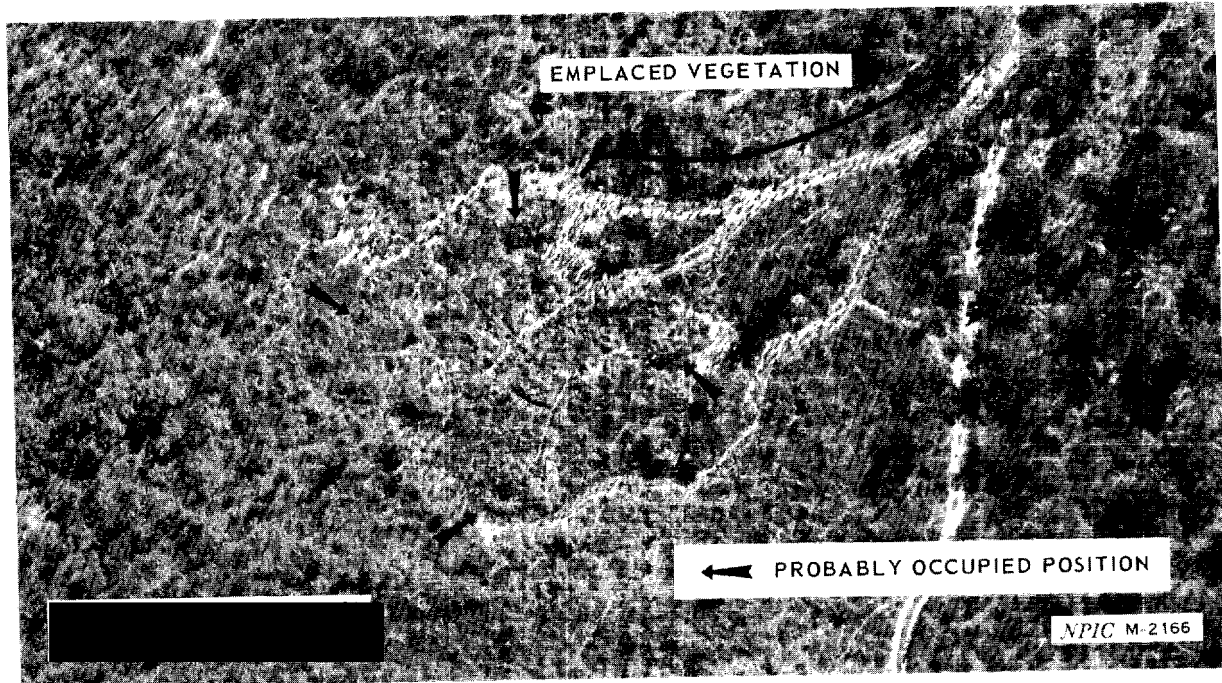
FIGURE 6. RIVER CROSSING, BAN PAK PHANANG AREA, LAOS

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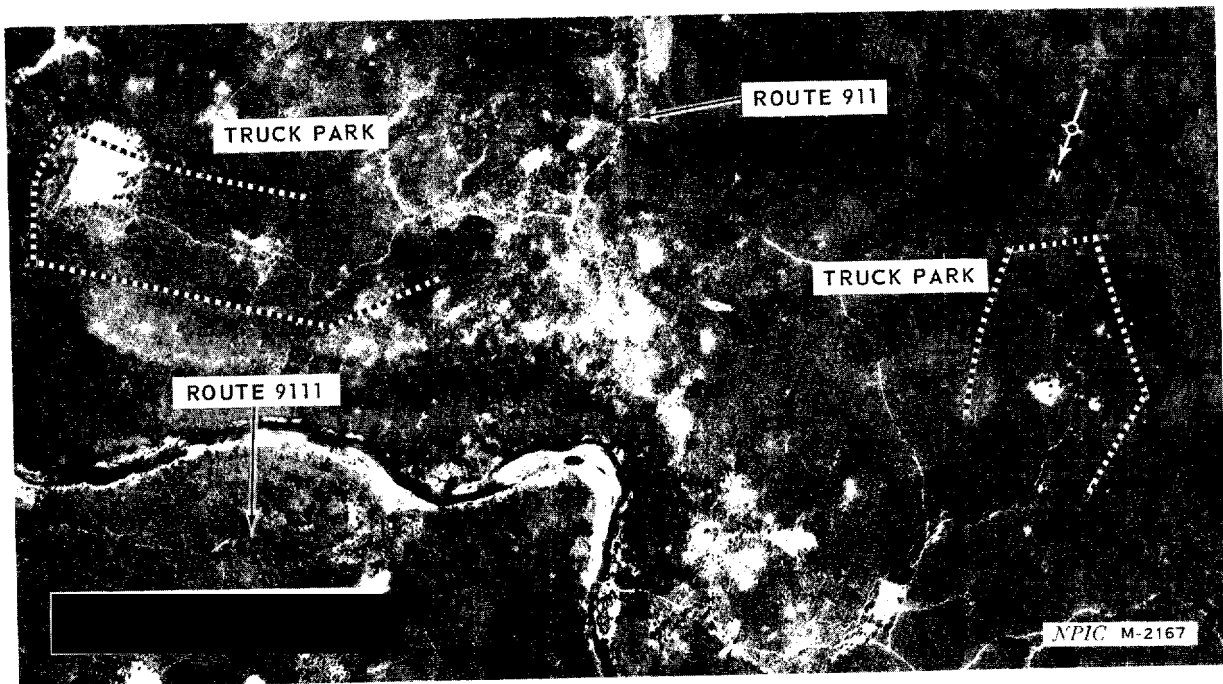
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FIGURE 8. CAMOUFLAGED LIGHT AAA SITE, ROUTE 23/911 JUNCTION AREA, LAOS



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FIGURE 9. TRUCK PARKS, ROUTE 911/9111 JUNCTION AREA, LAOS

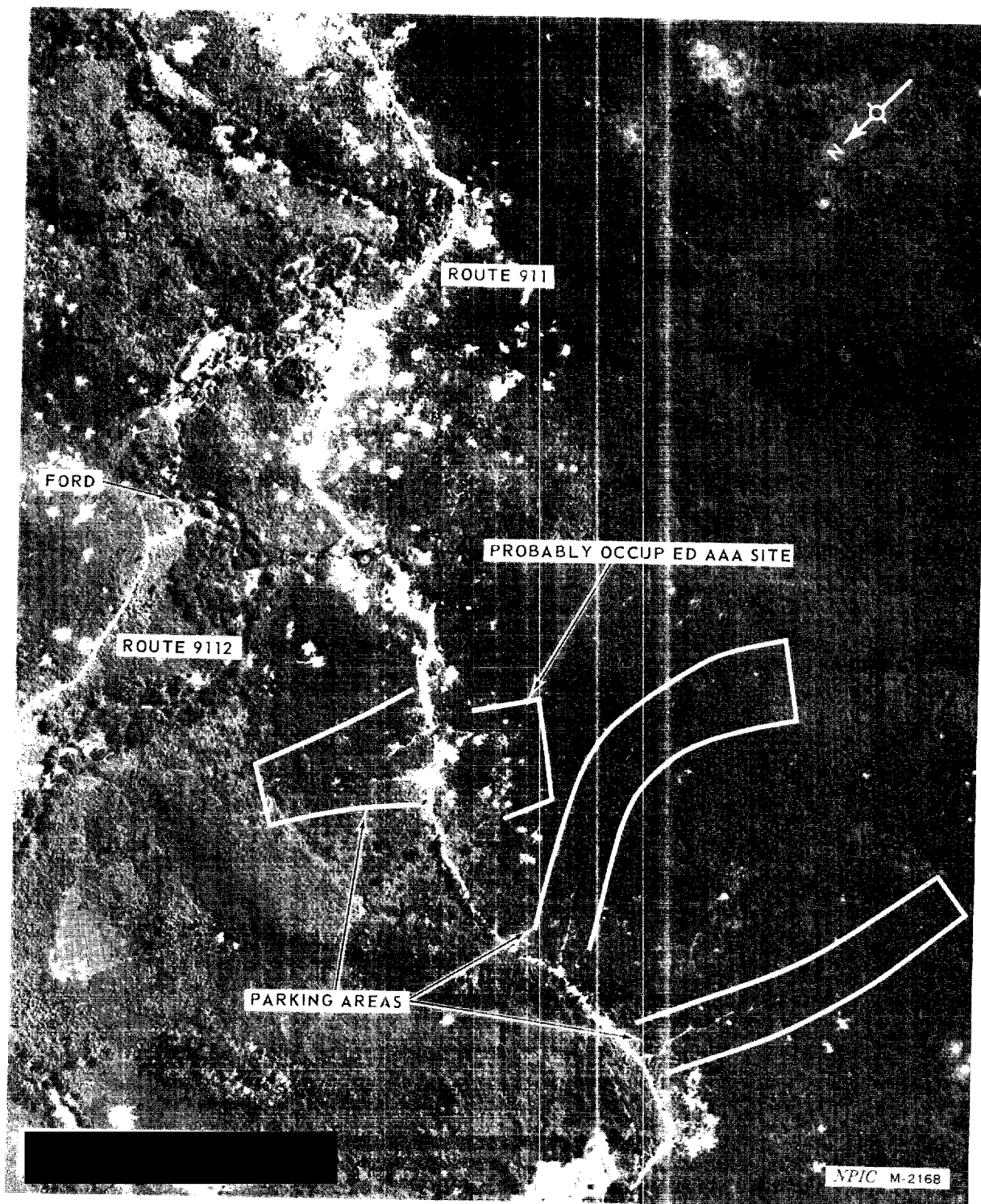


FIGURE 10. REACTIVATED TRUCK PARK, ROUTE 911-912 AREA, LAOS

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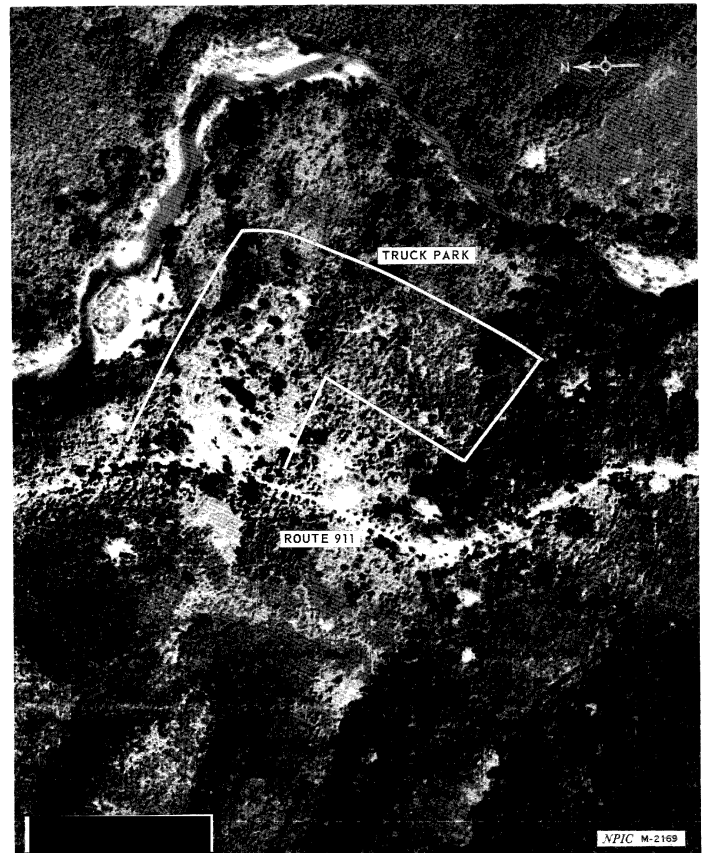
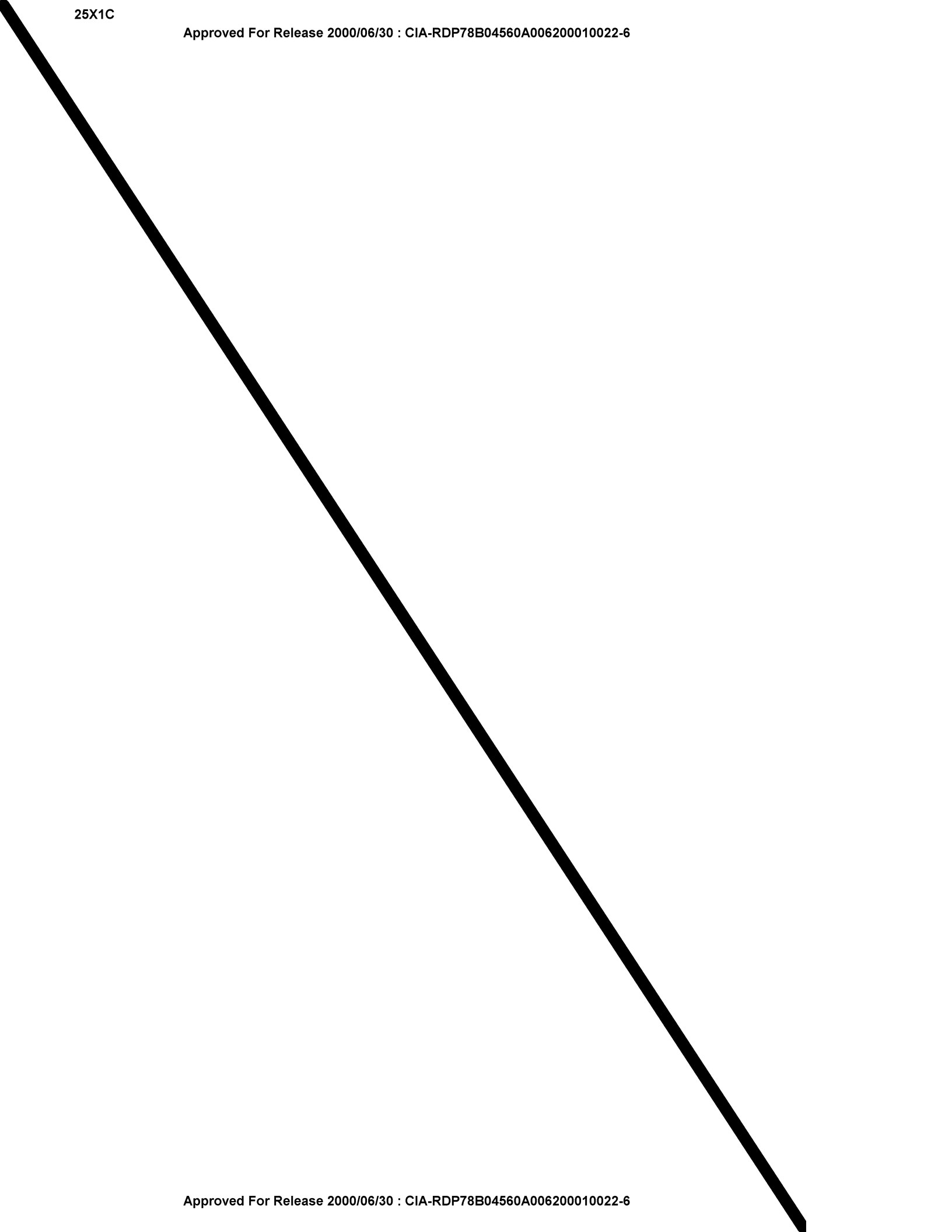


FIGURE 11. TRUCK PARK/SUPPORT AREA, BAN SOP KHOM AREA, LAOS



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